

WASHINGTON.

"Liberty and Union, now and forever, one and inseparable."

MONDAY, JULY 12, 1852.

CONGRESS.

Making due allowance for the excitement caused by the two successive National Party Conventions lately held; for the profound sensation occasioned by the decease of the great Western Statesman, and for the suspension of labor really required in the halls of the Capitol during the progress of these events, we cannot say that the two Houses of Congress have employed their time any worse for the last three or four weeks than for the several preceding months of the Session.

It is not less true, however, that we are already nearly half-way through the Eighth month of the Session, and no serious progress has yet been made in the legislation indispensable to keep the wheels of the Government in motion. The bill to supply deficient appropriations which ought to have been made by the last Congress, reported six months ago, has not yet passed, and it may be yet another month before it becomes a law, and certainly will be, if the same game of debate be allowed upon it which has hitherto in both Houses distinguished it from any bill ever before discussed in Congress.

Meanwhile, the Fiscal Year is at an end, and so are, or soon will be, all the appropriations for the support of every branch of the Government. Among the appropriations which have been exhausted (except the small remainder unexpended in the hands of the Officers of the Senate and House of Representatives) is that for the pay and mileage of Members of Congress. We state this as a fact, without entering into a consideration of what may be the consequence of a state of things so unprecedented.

The newspapers bring us the news of the Death of the Hon. THOMAS M. McKENNA, of Washington, in the State of Pennsylvania; a citizen eminently distinguished by his public as well as private virtues, and proportionably honored by the confidence of his immediate fellow-citizens, whom he served for several years in the capacity of Representative in Congress, with their universal approbation. He died in Reading, Pennsylvania, at the residence of Judge BELL, his brother-in-law, on Friday last.

Soon after the accession of Mr. FILLMORE to the Presidency, Mr. McKENNA was invited by him to take charge of the Department of the Interior. His acceptance of that invitation gave great satisfaction to the President, who had served with him in Congress, and to all those who had witnessed, as the President had, his fidelity to his public duties, and his integrity and straight-forwardness in all things. A few days' experience in his new and important office, however, satisfied him that its requirements were incompatible with the domestic and retiring habits of his life, and he withdrew from the trust which he had undertaken rather from a desire to sustain the Administration of a friend whom he respected and admired, than from any motive of ambition, of self-esteem, or of love of power.

Since that very brief trial of official life, he had, until his death, lived in comparative retirement.

We were personally well acquainted with Mr. McKENNA, and we owe it to his memory to declare that we never knew a more manly, upright, and excellent person.

Hon. DUDLEY MARVIN died at his residence in Ripley, Chautauque county, New York, on the 25th ultimo, in the 66th year of his age.

THE GERMANS AND INTERVENTION.

A New York paper states that since the late German Kosuth meeting, and agreeably to the resolutions therein adopted, the bureau and committee of arrangements assembled on Wednesday evening, and drew up a Constitution for the "Democratic Association of the German Americans," the tendency of which is laid down in the following resolution, which was unanimously adopted:

"Resolved, That it is the object of the Association to effect the general acknowledgment of the importance and power of the German element, as representative of progress, in all questions of external as well as internal policy within the National Democratic party."

The New York "Times" has the following notice of Mr. WEBSTER'S views in regard to the nomination of SCOTT and GRAHAM:

"The Ninth Ward Lundy's Lane Club held its regular meeting last night, at the Bleeker street house, and was addressed eloquently and ably by Hon. F. A. TALMADGE, who spoke of the general position and principles of the Whig party and of the prospects of its success. In the course of his remarks he made a very interesting and important statement in regard to Mr. WEBSTER, which he read just now with very general satisfaction. He said he had seen Mr. Webster during the day, and had conversed with him freely upon the nomination and prospects of the Whig party. Mr. Webster, in the conversation, acknowledged gratefully the attachment and devotion which his friends had exhibited, both in the National Convention and since the nomination had been made. But he said he did not see how any good result could be attained by presenting his name any further to the country, and that one common duty now devolved upon all, that, namely, of rallying to the support of the candidates regularly nominated by the Representatives of the Whigs of the Union, in Convention assembled. For his own part he was ready to give the Whig ticket his cordial support, and so he trusted were Whigs every where, whatever might have been their personal predilections."

NATIONAL MONUMENTAL CONVENTION.—A meeting of delegates from nine of the old Thirteen States was held in Philadelphia on Monday, to make arrangements for the erection of a monument in that city to commemorate the Declaration of Independence. A committee of five was appointed to solicit from the artists of the country plans and estimates, and an address was adopted appealing to the Legislatures and people of the old Thirteen States for co-operation in the execution of the design. The following named delegates were in attendance:

MASSACHUSETTS.—C. F. Adams, N. P. Banks, CONN.—J. S. Foster, B. J. Ingersoll, NEW JERSEY.—E. R. V. Wright, Wm. O. Alexander, PENNSYLVANIA.—Governor Bigler, A. G. Waterman, DELAWARE.—John M. Clayton, J. A. Bayard, GEORGIA.—M. J. Welborn, Ashby Hall, NEW HAMPSHIRE.—Ex-Governor S. Dinwiddie, W. Butler, NEW YORK.—John C. Spencer, Murry Hoffman, RHODE ISLAND.—Wingate Hays, B. W. Thurston. The following officers were appointed: PRESIDENT.—Hon. W. A. Bigler, Governor of Pennsylvania. VICE PRESIDENTS.—Charles F. Adams, of Massachusetts; A. Hall, of Georgia. SECRETARY.—J. S. Foster, of Connecticut. ASSISTANT SECRETARY.—Albert G. Waterman, of Pennsylvania. It was said that one hundred thousand dollars would be required to build the monument, and committees are to be appointed in each of the States to receive contributions.

OPENING OF THE BALTIMORE AND OHIO RAILROAD FROM CUMBERLAND TO FAIRMONT.

On Monday morning June 21, a special train of new and beautiful cars left Baltimore for Fairmont, Maryland county, Virginia, to which place the great line of the Baltimore and Ohio Railroad has been completed. This being the first train making the full trip, the company determined to give the occasion a holiday character, and invited a large number of gentlemen, citizens of Maryland and adjoining States, to witness the triumph achieved in the accomplishment of this mighty, not to say unparalleled work. The gentlemen thus invited were the Governor and State officers of Maryland, the Board of Public Works, officers of other companies, president and directors of the Susquehanna Railroad Company, the Mayor and City Councils of Baltimore, members of the public press, the Directors of the Company, and others. Arrangements the most ample and liberal were made for the comfort and gratification of the party, and they were carried out to the letter.

Leaving Baltimore at 8 o'clock on Monday morning, the party arrived at Martinsburg about one, where they partook of a sumptuous dinner, spread by the hospitality of the company. Before and after dinner the guests and citizens of Martinsburg were entertained by the sweet and spirit-stirring strains of the Baltimore Independent Blues' Band, under the directorship of Professor HOLLAND, whose services were engaged for the trip.

On arriving at Cumberland the train was welcomed by the firing of cannon and other exhibitions of popular enthusiasm. Here the party remained for the night, cared for by the company in the best style, through the personal attentions of Wm. McKim, Charles M. Keyser, Joshua Vansant, and Daniel J. Foley, Esqs.

At 8 o'clock on Tuesday morning the excursion train rolled off on the track west of Cumberland, passing over the fine bridge or viaduct built by the company at that place, and soon entered the narrow, but verdant, rich, and highly beautiful Valley of the Potomac, flanked on the right and left by elevated and compactly wooded ranges of the great Appalachian chain—that on the right having the specific names of Fort Hill and Dan's Mountain, and on the left the Knolly Mountain. At the present season of the year a journey through this valley teems with interest to the lover of nature, both in its more savage and milder features: the clear and sparkling Potomac, fringed with the richest verdure and most luxuriant foliage, having for its right bank a long and distant wall of perpendicular rock, from whose every crevice springs a tree or shrub. On the left spreads away an enamelled carpeting of rich meadow and pasture grounds, very level, interspersed with fields of corn and wheat promising an abundant harvest. Along this part of the road, which has a general southwesterly direction, besides the wooded mountains on each hand, the traveller brings into view distant elevated mountain points, beautifully diversifying the scene. The railroad itself is an object of interest, from its obviously solid and excellent construction, admitting a very high rate of speed.

After travelling with the rapidity of the arrow twenty-one miles along this charming valley, the train brings up at a point where the road crosses the Potomac river by means of a covered bridge, constructed by the company, and enters the State of Virginia. At this point the company have established a water station and depot. This will be one of the spots that in time to come will be the home of a considerable population and trade. With the new and incomparably improved circumstances in which this district of country has been placed by the railroad, it must come that forests will be felled and cleared, swampy tracts, often the richest spots, be drained, and cultivation multiply its products to swell the tributes to the increased populations of our seaboard cities and towns. Some mile and a half further on we arrive at Paddytown, a place not inappropriately named, if we take into consideration the large proportion which the sons and daughters of Ireland seem to bear in the population of the place. Paddytown has a new look, and being surrounded with a level space capable of high cultivation, set in the midst of forest-land mountains of exceeding majesty and beauty, might be expected to become one amongst the favored spots along the track of this great thoroughfare. The grasses and green crops growing around Paddytown are very rich and exuberant, showing a superior soil. The valley growing to be quite narrow between Paddytown and Piedmont, seven miles further on, the road often edges pretty closely to the river, which here, having lost the breadth and majesty that belong to it in its lower course, and become a mountain stream, still amply compensates for the change, in its now sparkling purity and busy gurgling, forcing you to the irresistible conclusion that it is and must be the home of that prince of freshwater gallants, the trout.

In a warm day few imaginative pleasures can excel the zest derivable from even an ideal corporeal love amidst those limpid pools and rapids, ever and anon transparently breaking over the rocky bottom with about noise enough to insist on your not forgetting, if you could be so disposed, to survey the inviting scene before you. At many spots along these five miles there are materials to put the poetic lover of nature into a thrill of enthusiastic delight.

Piedmont, or the foot of the Mountain, is very much, if not altogether, a result of the enterprise of the Baltimore and Ohio Railroad Company. It contains a good many buildings and some stores, and has level space left for a good many more. Its principal feature is a polygonal brick structure with an iron roof, of a somewhat oriental style of architecture, built by the company within a year past, and intended as an engine house. It is deemed by the knowing in such matters as quite a *non plus ultra* in its way. Besides this there is an edifice of the same family appearance, but very much smaller, which is a warehouse, standing modestly behind its more imposing relative. The water is raised into it from the river by hydraulic water-runs, worked by the river itself, a process rather ungracious, one would think, whereby the Potomac is made to effect its own loss. But man is a tyrant that not only tyrannizes over nature, but makes her the instrument of her own undoing. Piedmont is seen by this to be designed as one of the principal working stations of the company. The coal trade of this the richest part of the great Cumberland coal basin will concentrate here. Already have the Phenix Company opened a mine just across the river, and are far towards the completion of their road and bridge for a connection with the railroad of the Baltimore and Ohio Railroad Company. The Lonaconing Railroad, from a valley running up northwest, is also nearly finished, and will cross the flat at Piedmont to connect with the Baltimore and Ohio Railroad in front of the great engine house. The Lonaconing road will bring down from the coal and iron mines of the George's Creek Company their valuable products, which, by means of the great railroad, will be sent speedily to market.

West of Piedmont, the road, which up to this has been very levelly commences on a grade or slope of no less than one hundred and sixteen feet to the mile. Though dragging a heavy train of at least seven cars, our gay and gallant "iron" steed dashed up the steep without the smallest symptom of dismay, or inducing the slightest derangement. Nor to the passenger's eye does his speed seem diminished, though the rapidity of the rise is most palpable from the fast increasing lift with which the road raises you above the stream that streaks along at the foot of the mountain side immediately below. This is the Savage river; for soon after leaving Piedmont, or at near Bloomington, is a viaduct of three arches, spanning the Potomac and restoring the road once more to old Maryland. At four miles distance from Piedmont the train rushes into the darkness of Everett's tunnel, which is a hundred yards long, and arched with brick masonry. Still pursuing the edge of the mountain up Savage river, and increasing your elevation, you pass the mouth of Crabtree Creek, a mountain torrent, and apparently a trout stream, along which you curve and twist like a lithe and slippery serpent, over steep and through rocks and forests, all wildly headlong, but without a single scratch or the displacement of a hair of your cranium.

At five miles from the mouth of Crabtree Creek—the banks of which are at this time of year mottled and beautified by various mountain shrubs and plants in full

flower, the mountain laurel being most conspicuous—the creek is first crossed by the road on an embankment of sixty-seven feet in height, and after that several times a reduced elevation, until in two miles more the forks of the creek are reached at the "Swanton" level, where the remains of an abandoned clearing and an old mill here also the old Cumberland and Clarksburg road crosses the first wagon road of the country after the park-houses had given place to the wheeled vehicle.

Ascending on this seventeen-mile rise we noticed the first distinct change in the temperature of the air. It became cooler and fresher, and seemed to stimulate the lungs and impart a general vigor. On arriving at Swanton the mountain side is left for three or four miles passage through the flat bottom of a beautiful valley of gentle slopes, passing some pretty farms. This brings you to the Altamont Summit, the culminating point of the line, at a height of 2,626 feet above tide water. The dividing ridge between the Potomac and Ohio waters is passed by a long open cut of upwards of thirty feet in depth, the great Backbone Mountain towering up on the left hand, and seen at every opening in that direction.

We now enter upon an open country, that is to say, open in comparison with what we have passed; for still on every hand the vista is closed by forest. This is called the "Glades," the soil of which is covered with a rich bright verdure, apparently very soft and succulent. They extend, with a few slight interruptions, over nineteen miles, from "Altamont" to "Cranberry Summit." Here the road is very fine and level, and the train is impelled at a fearful speed. The general appearance of the country is that of one belonging to a northern climate, for no corn is seen growing here, whilst the wheat, oats, and even the grass are much further from maturity than the like crops out of the mountains. Water abounds near the surface over much of this region, showing the larger supply of moisture, and probably less evaporation than prevail in the general plain of the Continent. After a famous rattling, at a high speed, we bring up between two banks, at the village of Oakland. Leaving the cars for a few minutes whilst the processes of watering and eating are going on, and clambering up the bank, we open upon the village of Oakland, bright and new, with a couple of quite good-looking hotels or houses of entertainment. The population of Oakland must amount already to some two or three hundred. Great was the gratification of the people at our arrival, taken as it was of a speedy commencement of a new era for this hitherto secluded region. Scarcely had we gained the level of the place from the cut in which the railroad lies than away to the southward, upon the green carpeting on the rounded top of a mountain, and upward of a mile off, a female form was descried, arrayed in a snow-white skirt, and eagerly eyeing the movements in Oakland. So elevated and romantic was the spot and the lady's appearance there, that by common consent the apparition was dubbed "the Spirit of the Allegheny," and such a waving of hats and enthusiastic cheering to her as followed may be more easily conjectured than described, simply noting the fact that the party were in high glee, having run away from city dust and heat, notes, debts, and discounts, and all the other paraphernalia with which "dull care" disturbs the placidity of human life.

About Oakland the land is capital, and the place must become one of the most prosperous on the route; for, besides its many natural advantages, it is a station and depot of the railroad company. Oakland, and more especially the beautiful and imposing height where the white-skirted phantom drew upon herself our admiring gaze, is admirably suited for a place of summer resort for the people of our cities, infinitely to be preferred before the watering-places where wealth and indolence waste time and money, and spoil their chances for restored health by indulgence and high living. On these lofty heights, where the purest air and water, the sweetest and most sublime scenery, and the best of milk, butter and simple but wholesome diet abound, with plenty of trout-fishing and hunting, health and vigor may be hoped for, if any where in the world. If a spirited capitalist and he need not be a very heavy one, were to purchase a farm in one of these localities, and build a collection of log cabins—which would cost nothing beyond the labor of erection, for timber is almost valueless—allotting one to a family, at a rental of fifty dollars a season, he might refund his expenditure the first year and make a market for his produce at his own door. To enterprising men this opening will not long remain unsupplied, and we shall in a year or two find the top of the Alleghenies a justly favorite resort for thousands, especially when it can be reached for six or seven dollars, and in less than twelve hours from Baltimore and Washington. Really such a blessing as this, so cheaply attainable, is just cause for gratitude to the benignant Providence that has prepared it to our hand.

The next objects of interest after passing the village of Oakland are the great Youghiogany river, and the bridge or viaduct of timber and iron erected over it by the company. The Youghiogany is verily a mountain stream, hardly to be excelled for all the qualities proper to such a stream by any in this or any other country. Pure as amber, teeming with capital trout and other fish, and flowing through a region abounding in picturesque beauty, the Youghiogany is the corympha of mountain rivers. Soon after this we pass the boundary line of Maryland and Virginia, sixty miles from Cumberland, leaving Allegheny county of the former for Preston county of the latter State. Snowy Creek, with its falls and its abundance of peculiar trout, is an object of interest, and lies at places, close to the road. The head of this creek is at Cranberry Swamp Summit, sixty-four miles from Cumberland, where also rises Salt Lick Creek, likewise a plentiful trout stream. Though the ground along the margin of the road is here flat, yet its elevation is but seventy-six feet lower than Altamont Summit, being 2,550 feet above tide-water.

From Cranberry Swamp Summit the road descends twelve miles to Cheat river, presenting in its route a rapid succession of very heavy excavations and embankments. In its course are two tunnels—McGuire's tunnel of 500 feet long, and Rodimer's tunnel of 400 feet. Over Salt Lick Creek is a viaduct of an equal height of span of fifty feet. Arriving at the foot of this slope, the first object in sight is the railroad bridge over Cheat river; and, secondly, the river itself. This stream will rivet the attention of the beholder, as well on its own account as for its belongings. It is about seventy-five yards wide at this spot, and is pretty rapid. But the color of the water is the strangest thing about it. Seen from its banks or the bridge, it looks about the color of clear tan-pit water or weak coffee.

Its banks are very precipitous, being in fact but the basis of mountains which rise to a height not greatly out of a perpendicular of eighteen hundred or two thousand feet above its bed. Nowhere on the whole line does nature put on such mingled features of the beautiful and the sublime as in this vicinity. You have here at one view the whole untrodden, unbroken side of the mighty Allegheny, clothed to its top with the eternal woods. The scenery must be seen that its magnificence may be felt. Pile the highest range at Harper's Ferry twice upon itself; cover it at every spot and point with a foliage brilliantly green; let the timber be three times as lofty and as large, and let mountain range cross mountain range around the horizon at different points, and you may get something like an idea of this most bewildering theatre of natural beauty and majesty. The description of the ascent of the railroad up that most forbidding ascent, the mountain on the south side of Cheat river, we shall leave to be told by the Engineer, whose science, skill, and boldness will be ever the admiration of the traveller here.

The ascent of the Cheat river hill is decidedly the most imposing section of the whole line, the difficulties encountered in the four miles west of the crossing of the river being quite appalling; the road winding up the slope of Laurel hill and its spurs with the river; and on the right hand, first comes the ravine of Kyer's run, 76 feet deep, by a solid embankment; then, after bold cutting along steep rocky hill side, it reaches "Buckeye hollow," the depth of which is 108 feet below the road level, and 400 feet across at that level; some more side cutting in rock masses, and the passage of two or three creeks, and hill side, when we come to "Tray run," and cross it 150 feet above its original bed by a line 600 feet long at the road level. Both these deep chasms have solid walls of masonry built across them, the foundations of which are on the solid rock 120 and 180 feet respectively below the road height. These walls have been brought at Buckeye

hollow to within 46 feet, and at Tray run 58 feet of the grade, and the track is for the present carried over them by a substantial frame of timber securely fastened upon the hills and bedded in every way conducive to strength and safety. They have been tested now by two months' constant use with the heaviest engines and trains. They are, however, to be replaced, by the time the road is opened to Wheeling, by a cast-iron trestle, of which the plans exhibited to us, and which presents a most substantial appearance.

"After passing these two tremendous cliffs in the mountain side the road winds along a precipitous slope, with heavy cutting, filling, and walling to 'Buckhorn branch,' a wide and deep cove on the western flank of the mountain. This is crossed by a solid embankment retaining wall 90 feet high at its most elevated point. Some half mile further, after more heavy cuts and fills, the road at length leaves the declivity of the river, which, where we see it for the last time, lays 500 feet below us, and turns westward through a low gap which admits it, by a steep side cutting, followed soon, however, by a deep and long one through Cassidy's summit ridge to the table land of the country bordering Cheat river on the west. Here, at 80 miles from Cumberland, we enter the great western coal field, having passed out of the Cumberland field at 35 miles from that place. The intermediate space, although without coal, will be readily supplied from the adjacent fields."

Descending from these heights, as we cannot always keep in the clouds—for, literally, as we passed by we saw the clouds gliding lazily up the sides of these mountains, as if stayed in their upward drift by attraction of the green tree tops—we pass by a high embankment over the bushy foot of Pringle's run, and soon come to the mouth of the longest finished tunnel on this or any other road in the Western world. This is the Kingwood tunnel, distant eighty-three miles from Cumberland. It is perfectly straight, and 4,100 feet long, or 140 feet more than three quarters of a mile. The opening at one end, seen through the tunnel from the other, looks very small indeed, suggesting the idea of being insufficient to admit a train of cars, and yet it is scarcely less than twenty feet high. We shall let the Engineers tell their story, and give their figures in reference to it:

"This tunnel was worked from the two ends, and from three shafts, 15 and 20 feet square, and 180 feet deep. The greatest height of the ridge over the tunnel is 220 feet. The time employed on the work was about two months. The number of cubic yards of earth and rock removed from the tunnel was about 90,000, together with about 110,000 yards of earth and rock outside of the tunnel, making some 200,000 yards in all. The tunnel has been named from Kingwood, the county seat of Preston county, Virginia, which stands a few miles off, on the same side of the mountain. It was not having been failed in time to permit the transportation of the iron rails through it, a track was laid over the top of the hill at a grade of 528 feet per mile, over which the materials were taken by a locomotive engine which propelled a single car at a time, weighing with its load 18 tons, at a speed of 10 miles per hour and upwards. When the track was rendered slippery, however, by moisture, the engine and its load occasionally slid backwards, and more than once ran in this way, with locked wheels, nearly half a mile down to the bottom of the chasm, without damage, however. This, we believe, is the most extraordinary feat of locomotive steam power on record."

In our particular case the train did not pass through the tunnel; for the night previous, owing possibly to a change in the barometric condition of the air, large quantities of the slaty or shaly earth through which a portion of the tunnel passes (the rest being limestone) fell from the roof on the floor and track, and indeed some was still falling. We were thus compelled to take the train, piece-meal, up the hillside track above described, to the wondrous and astonishing of every one who had never witnessed such a steep declivity, of 528 feet rise to the mile, or one foot in ten, was too much to be believed without seeing; but there the most unbelieving could and did see. The truth is, that on the Baltimore and Ohio Railroad there seems to be nothing conceivably possible that is not attempted with success, thanks to the united science, sagacity, and boldness of LATROBE & WILKINS."

The track over the hill is about a mile and a quarter long, and it was the consumption of time required in passing the train over it that our late arrivals at Fairmont on Tuesday, and at Cumberland the next night, were ascribable.

From the Kingwood tunnel we descend along mountain and hill sides, over deep embankments, and through another tunnel (Murray's), which overlies a vein of bituminous coal six feet thick.

We now pursue the valleys of Raccoon and Three Forks Creeks to the mouth of the latter in Tygart's Valley river, where the road will fork, sending one branch to Parkersburg, the other to Wheeling. This point is called the Parkersburg junction, and is 102 miles from Cumberland.

The land here is much of it good, and gradually improving as we go west. Two miles further on is the village of Fetterman, for which great hopes are entertained. Six miles beyond Fetterman are the Valley River Falls, and at twelve beyond these is the Junction of the West Fork, and the Valley river, the united stream now taking the name of the Monongahela, and passing amongst some of the sweetest and prettiest scenery and best cultivated lands any where to be found. The railroad crosses the Monongahela on a viaduct of 650 feet in length, at about a mile east of Fairmont.

We arrived at Fairmont, 124 miles from Cumberland, at about 10 o'clock in the evening, amidst concourses of citizens shouting and joyous. We were soon conducted to a covered area, where boards, burdened by a sumptuous collation, were soon spread for our refreshment, and amply attended to. Succeeding this, and in reply to a complimentary toast, THOMAS SWANN, Esq., the energetic, intelligent, and accomplished President of the Baltimore and Ohio Railroad Company, enlightened and entertained his hearers with a capital speech, for which the reader is referred to the Baltimore papers of Friday last, which were favored with a written copy of it for publication.

Suffice to say, for our purpose, that it places the company and the city of Baltimore in a most noble and enviable position before the world for whatever is honorable in intelligent enterprise, most perseveringly and gallantly sustained. We listened to Mr. SWANN'S eloquent remarks with unmingled satisfaction.

Other gentlemen of Baltimore, officers of the road and citizens, addressed the meeting with muchunction and to the great enhancement of the pleasure of the occasion. These were Messrs. BROWN, BROOKS, Engineer LATROBE, (of whom so one can see and know much without acknowledging his unexcelled abilities and professional success, or admiring his christianian modesty, simplicity, and candor; Dr. GRAVES, JOHN H. LATROBE, and Mr. EDLON. On the part of the people of Fairmont, welcoming their Baltimore friends, and congratulating them on their successful access to the Monongahela, were Messrs. FRANK PERKINS, ALPHRED F. HAYMOND, and Col. THOMAS S. HAYMOND, late Representative in Congress from the fifteenth Congressional district of Virginia.

After a night's rest in Fairmont, and a free interchange of friendly sentiments between the Marylanders and Virginians, the party resumed their seats in the cars on Wednesday morning, and arrived in Cumberland soon after midnight. Thence they returned to Baltimore and elsewhere by Thursday evening.

For the financial prospects of this great road every thing looks fair. It is calculated that, by the time the road gets to Wheeling, viz. the 1st of January next, the income of the road will commence to be four millions per annum, out of which, allowing the full expenditures for equipments and repairs, a very handsome residue will be left. If the company, with the road unfinished, have been able to make it pay so well hitherto, what might not be expected when the waters of the Chesapeake and Ohio shall be bound together with an iron band, and within eighteen hours of time? We are advised by an intelligent master of financial knowledge and of great experience, that it is the opinion of many that the road will pay 15 per cent., which would make the stock cheap at twice the present price. We conclude this notice, which we could have extended but that it is already sufficiently long, with an extract from the lately published remarks of Mr. President SWANN to the Board of Directors of the Company:

"It will be seen, then, that if the gross revenue of the company is only doubled at the Ohio river, and the ex-

penses of the road should not exceed 50 per cent., the surplus to meet the floating obligations which may be incurred for equipment and repairs recommended by the General Superintendent, over and above interest at 6 per cent. on debt and stock, supposing them to be limited to one, two, and three years, would be \$275,512.79.

"If the gross revenue is \$3,000,000, the surplus applicable to this purpose would be \$425,249.04. And if it should reach the amount estimated for, say \$4,000,000, then this surplus would be \$625,249.04, or nearly equal to the whole cost of the additional equipment."

In reference to the tariff of charges on the road Mr. SWANN remarks:

"I would take occasion also to mention here that the subject of the tariff will require the early attention of the Board, in order that the people of the West may know at an early day upon what they will have to rely on the opening of the road. Upon this point I need hardly repeat that I am an advocate for such a rate of tolls as will effectually secure the trade of the West. We have it in our power to accomplish this great object, and the interests of the city as well as the stockholders imperatively demand that the most liberal arrangements should be made to secure the fullest employment to your machinery, and to tax to the utmost capacity the ability of your road. In this effort you will have a powerful auxiliary in the cheapness of your transportation, due to the presence of a fuel not surpassed by any in this country, which you can command at an almost nominal price. This subject I would ask the Board to refer to the appropriate committee, with instructions to report a tariff at an early day."

And in conclusion he says:

"The Chief Engineer reiterates his confidence in the completion of the road to Wheeling on the 1st of January, 1853. Beyond Fairmont the most active efforts are making to carry forward the rails with as little delay as practicable. From this point to Wheeling the graduation is already well advanced, and at many points ready to receive the superstructure."

"The Postmaster General has decided to run the great Western mail, after the 1st of July, to Three Forks, and from thence to the Ohio river by the Northwestern road. This arrangement will bring back a portion of the travel which has been diverted by other and more advanced routes."

"After the 1st of January next the great Western mail will doubtless pass over the entire length of this road from Baltimore to Wheeling. It is believed that this mail service, together with an express car for light packages, which may be run in connection with the passenger trains, will pay an interest on more than \$3,000,000 of capital. The Baltimore and Ohio Railroad will have no rival for the great Western mail, working as it does in connection with the Washington branch."

We copy, in conclusion, the following table of distances from Baltimore:

Distance from Baltimore to Cumberland.....	178 miles.
Do do New Creek.....	201 do
Do do Parkersburg.....	208 do
Do do Bloomington.....	208 do
Do do Everett's Tunnel.....	210 do
Do do Oakland.....	231 do
Do do Cranberry Summit.....	242 do
Do do McGuire's Tunnel.....	244 do
Do do Fetterman.....	282 do
Do do Cheat River.....	284 do
Do do Kingwood Tunnel.....	261 do
Do do Murray's Tunnel.....	263 do
Do do Independence.....	267 do
Do do Parkersburg Junction.....	280 do
Do do Fetterman.....	282 do
Do do Valley River Falls.....	288 do
Do do Fairmont.....	302 do
Do do Wheeling.....	379 do

THE LAND WARRANT FRAUD.—Mr. John W. Latson, the acting attorney of the United States in the prosecution of the parties recently arrested on the charge of forging claims for land warrants, &c., has entered a *nolle prosequi* as to Mr. Edward F. Nexsen, and certifies that he is fully satisfied of Mr. Nexsen's entire innocence of all guilty knowledge or participation in the alleged frauds on the Government. Mr. Rufus Claggett, it is said, has also been discharged. Messrs. Merrihue and Griswold have each been held to bail in the sum of \$1,000.—N. Y. Star.

Occasionally we meet with instances of demagogues passing the matter in trying to legislate exclusively for the "poor man." The humbug of the thing is getting to be transparent, and we have strong hopes that the "vote-yourself-a-farm" scheme now before Congress will get knocked on the head. We have never seen a single one of these projects of pretended benevolence that would stand the test of a rigid impartial scrutiny. They can only be carried by a "hurrah!"—an appeal to the passions and sympathies of the people, rejecting all calm reflection and all sound argument. The Homestead Law of Illinois, which protected the head of every family in the possession of a homestead from execution, to the value of \$1,000, was repealed by the called Legislature which has just adjourned. The law had become very unpopular throughout the State, as it hindered the collection of debts. The odium excited against it was similar to that which existed against the old Bankrupt Law. The popular voice imperiously and almost unanimously demanded its repeal, and it was promptly effected. It does not require a very long time for the people to ascertain that innovation is not necessarily improvement; and when interested demagogues lead them astray, they speedily retrace their steps.—Buffalo Commercial Advertiser.

THE STARS.—The unusual spectacle is now being presented of all the visible planets being above the horizon early in the night, and they are so distributed as to mark the line of the ecliptic, or the plane of their own and the Earth's orbits, with distinctness. With Venus in the west, said to be more brilliant at present than at any time within the last ten years, and Jupiter with his usual splendor in the east, with the crescent of Mars and Saturn, between them, the arrangement of the planets, or the stars, affords an interesting view to all who take pleasure in such contemplations. Mars now appears much reduced in size and brilliancy, on account of the relative position of himself and the Earth in their respective orbits, but still retains his red glow. The pale white light of Saturn makes him appear like a star of the second magnitude. These, with the star constellations of the Scorpion, Lyra, and the Great Bear, all visible at present, make the contemplation of the "starry heavens" interesting and instructive.—Richmond Enquirer.

STEALING A PIN.—A young girl having been convicted of larceny in the Court of General Sessions at New York, she was brought up for sentence on Monday, but her counsel moved in arrest of judgment, on the ground that the article stolen was not sufficiently described in the indictment. It was merely alleged that she stole "a pin," without setting forth whether it was a breast pin, a clothes pin, or a brass pin, and as pleadings must always be construed strictly in favor of the prisoner, it was argued that, for aught that appeared on the face of the indictment, the pin stolen might have been of trifling value. The Court, therefore, acting on the maxim *de minimis non curat lex*, discharged the prisoner. It is said that in point of fact the pin stolen was a diamond one, worth about one hundred dollars.

COST OF THE SANGHERBUND FESTIVAL.—The recent three days' festival of the German Sangerbund in the city of New York is said to have cost \$8,750. This amount covers room rent, board, and expenses from other cities, railroad fare, and various other items. Per contra, the receipts are reported to have been—

From the first concert in Tripler Hall.....	\$480
Do second do.....	975
Sales of tickets for the picnic at Elm Park.....	1,460
Total receipts.....	2,915

To defray the expenses incurred, the German Singing Associations in this city must therefore be taxed to the amount of \$5,835, it being the sum for the cost of the resident in the place where the festival is held to pay all the expenses of receiving and entertaining their visiting brethren.—Commercial Advertiser.

PROLOGUE.—The Jersey City Telegraph says that a few days ago Mrs. Elliott, wife of Richard Elliott, the drummer, living on Newark avenue, in the fourth ward of that city, gave birth to her twenty-third child. Both mother and child are doing well. The age of Mr. Elliott is 55, and that of Mrs. Elliott 50. They have been married about thirty years.

A New York letter in the Philadelphia Ledger says: "Decidedly the quickest railroad time ever made in this part of the country was that accomplished by a train on the Hudson River Road on Wednesday. Running time from the depot, Thirty-second street, to Albany, two hours and fifty-eight minutes—160 miles."

THE CONGRESS PRINTING.

A debate took place in the Senate on the 24th ultimo, upon a very sensible proposition by Mr. Senator BRADBURY, to reduce the mass of documents printed, by excluding details such as—though perhaps fit to be communicated to Congress—it is supremely absurd to publish annually tens and hundreds of thousands of volumes of. In the course of that debate, Mr. BRADBURY, arguing the waste-fulness of such useless printing, illustrated it by asking why the Senate should publish ten thousand copies of a book of which one hundred and thirty pages in one body are made up to a great extent of the most minute details—the little items and particulars, such as the length of a piece of board, or the number of joists that may have been furnished. I will read (said Mr. B.) one or two specimens:

"A dozen pieces of India rubber."
"Twelve dozen lead pencils."
"Two counting-house parallel rules."
"Four dozen linen tape," &c.

Does the honorable Senator suppose that great information is to be furnished by sending abroad these minute details, and that there the public will look with very great interest to learn that a particular individual furnished "four pieces of red tape"? It is this abuse, perpetrated in printing volumes of this useless detail for distribution, that I wish to correct. It is a waste of the public money that we should avoid.

In the course of some remarks on the subject by Mr. Senator BORLAND, he made the following astounding revelation of the state and condition of the Printing for the present Congress, exhibiting a state of things which is highly significant as to the merits of the system of letting such work out to the lowest bidder:

Mr. BORLAND said: Though not now a member of the Committee on Printing, I served long enough on that committee to know something of the difficulties which that Senator suggests. I have found, upon a service of three years as chairman of that committee, that it